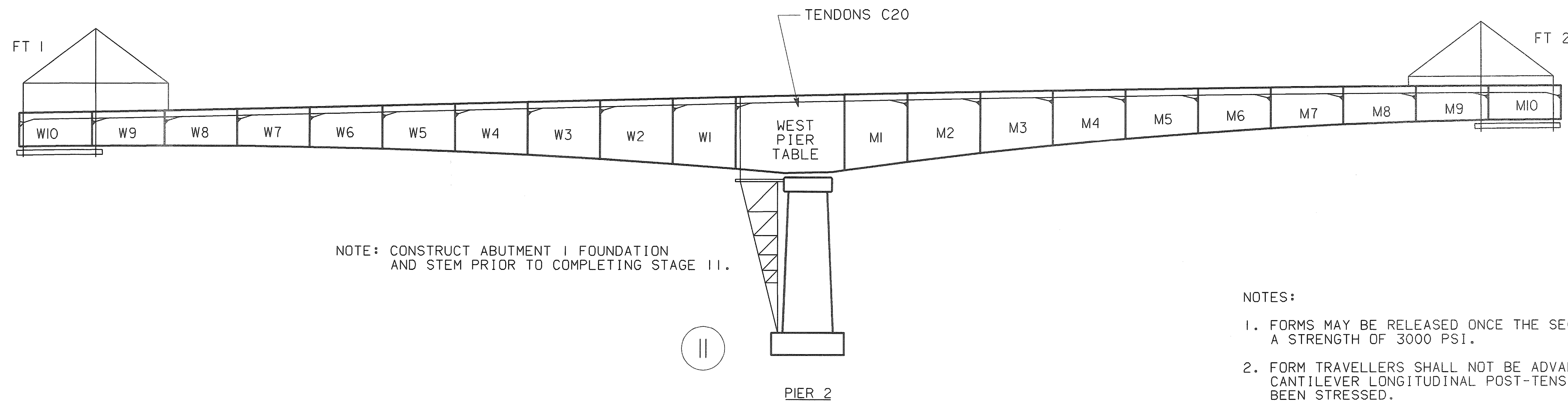


* STABILITY STRUT/TIE AND FALSEWORK SHALL BE DESIGNED BY THE CONTRACTOR AND SHALL WITHSTAND THE MAXIMUM UNBALANCED MOMENT FORCES. FOOTINGS / FOUNDATIONS AT PIERS 2 & 3 HAVE BEEN CHECKED FOR ADEQUACY FOR STABILITY STRUT / TIE LOADS. SEE PIERS 2 & 3 DETAILS SHEETS FOR ADDITIONAL DETAILS.



17. CONTINUE IN LIKE MANNER UNTIL SEGMENTS W10 AND M10 HAVE BEEN POURED AND TENDONS NO. 20 HAVE BEEN STRESSED. LEAVE FORM TRAVELLERS IN PLACE.

NOTES:

- FORMS MAY BE RELEASED ONCE THE SEGMENT REACHES A STRENGTH OF 3000 PSI.
- FORM TRAVELLERS SHALL NOT BE ADVANCED UNTIL CANTILEVER LONGITUDINAL POST-TENSIONING HAS BEEN STRESSED.
- IN LIEU OF THE ABOVE CONSTRUCTION SEQUENCE THE CONTRACTOR MAY SUBMIT A PROPOSED CONSTRUCTION SEQUENCE FOR APPROVAL BY THE ENGINEER.

BRIDGE NO. 1

Heath & Lineback Engineers
INCORPORATED
2380 CANTON ROAD, BUILDING 200
MARIETTA, GEORGIA 30066-5393
(770)424-1668

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
ENGINEERING DIVISION - OFFICE OF BRIDGE AND STRUCTURES

CONSTRUCTION SEQUENCE (1 OF 4)

CR 1297 (BROAD AVE.) OVER FLINT RIVER

DOUGHERTY COUNTY

NO SCALE

NOVEMBER 2011

DRAWING NO.
35 - 004

BRIDGE SHEET
4 OF 53

BY

DESIGNED JMO/JAH
DRAWN BCB

CHECKED GBL
DESIGN GROUP

REVIEWED WEI/WMD
APPROVED BFR